

PRESIDENT'S MESSAGE

For those of you who attended the banquet at the Detroit NASG convention, this message will be old news. During the inevitable after-dinner speech it was announced that this coming year is the time for NASG to become more aggressive in the recruitment of new members. While the past year was spent tending to internal affairs, such as organizing a new DISPATCH, assigning new committee chairmen, and arranging for joint NMRA-NASG conventions, the time is now at hand to tell the rest of the world what a fine organization NASG really is and to solicit their membership. NASG's act is now together and increased membership is the primary goal on which we all should focus during the forthcoming year.

To put membership figures in perspective, our growth over the past year was about 100 members, or 25 percent. Growth from 400 to 500 members is, at first glance, commendable, especially considering that other organizations (such as NMRA) are experiencing substantial membership losses. Upon closer scrutiny, however, it becomes quite obvious that even with 500 members the NASG

has not really come very close to its full potential. Nearly every S club has numerous members who haven't yet taken time to join NASG. At every convention, there are 20 to 30 registrants who haven't sent us their dues. I have yet to meet a NASG member who doesn't have at least one close friend who is a non-member.

Now to the heart of this message: Simply put, the goal for our organization is to reach 1000 members before the annual convention in Chicago next year. The celebration of S gauge's 50th anniversary will hopefully be capped with the announcement that NASG is now 1000 members strong. By now, some of you are asking "What's Ed been smoking? How can NASG possibly double its membership in just 12 short months, considering how long it took us to reach the 500 mark?"

Well, my friends, the answer is really quite simple. If every single one of the existing members recruits just one new member, NASG will double in size. Think about it and you'll soon realize that NASG's goal is really your personal goal to recruit one new member prior to the Chicago convention. Since we all

know at least one non-member, the task really shouldn't be all that difficult. There is little doubt that these goals are achievable if we all put forth just a modicum of individual effort.

To help provide a little incentive, NASG is hereby announcing a contest: The grand prize will be awarded to the person directly responsible for recruiting the most new members before the Chicago convention. Each person joining simply includes a statement with his dues check indicating who was primarily responsible for convincing him/her to join NASG. The grand prize, to be awarded at the Chicago banquet, is a free NASG brass tank car. (The winner need not be present to win.)

With an achievable goal, a substantial incentive, and a desire by the existing membership to help, there is little doubt in my mind that NASG will reach the 1000 mark. Let's do it, let's enjoy doing it, and let's reach for it with full enthusiasm.

Ed Loizeaux

EDITORIAL

SPECIAL THEME ISSUE.....

We have two special features in this issue which we think you will enjoy. For the first one, our Associate Editor, Bob Jackson, has done some fine research to come up with a beautiful history of the NASG. The first part appears in this issue; the second and third parts will follow in consecutive issues. We also have a photo story of this year's Detroit NASG Convention, including the contest winners. Enjoy!!!

Many excellent tips and modeling techniques were exhibited at the convention. We will be making use of these from time to time in the issues to come.

The serialized features already begun will resume in the December 1986 issue (Vol. IX No. 4).

Dick Kames

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LETTERS.....

Editor:

I feel you have taken a step backwards with the DISPATCH. The printing should be done with a typewriter or use a better-quality printer with your computer. I find it hard on the eyes, as the letters seem to be moving because of being chopped off on corners by your printer. The DISPATCH has dropped back to the quality of a newsletter as far as the printing is concerned! Wish you good luck with future issues.

John E. Steele

Meeting deadlines without extensive typographical errors would be impossible with a typewriter, as would the variety of type fonts. I use my own computer and printer, and cannot in good conscience incur additional cost to the NASG by leasing a professional printer or purchasing a computerized typesetting service. Sorry. -- Ed.

Editor:

Again, this year's NASG Convention host club did an outstanding job. Everyone who attended surely had a treat to all the activities available. However, I would like to see host clubs schedule a swap meet during the convention that would allow tinplaters, hi-railers, and scalers to offer items to hungry buyers. Make it an open swap meet that would allow the general public to attend. I feel this would increase the revenue for the host club and NASG, as well as provide good coverage for S gauge.

Hearing this same outcry from others at Novi, the avid tinplater and hi-railer were left hung out to dry without this part of the activity. Knowing well that this creates further burden on the host club to conduct a swap meet, I feel that it brings all facets of model railroading still closer together. People can compare and see why we say that S gauge is the most perfect scale!

Thank you. Charles A. Brown

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of S GAUGERS

The **DISPATCH** welcomes articles, photographs, art, cartoons, and other S-gauge-related materials as contributions from the membership. Contributions and correspondence should be sent to the Editor:

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NASG dues are \$10 yearly, from July through June of the following year. Membership includes the four issues of the **DISPATCH** published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

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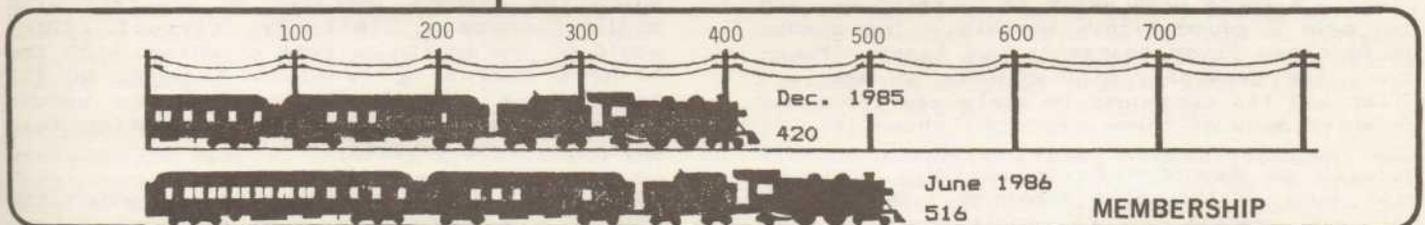
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The next deadline for articles is Oct. 15, 1986

COVER

Scenes from the 1986 NASG Convention at the Novi Hilton (center), Detroit Metropolitan area. See if you can spot your friends.



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THE NASG STORY:

A History

by Bob Jackson

Like most organizations that grow out of a special need, the National Association of S Gaugers' exact origins are lost in the dimness of receding time. Though many of us in the NASG have a general idea of the history of our organization, there does not exist anywhere a complete record of events, trends, and contributors. Still, the general period of its rising can be determined and those most responsible can be identified. Fortunately, most are still with us and their stories can be collected and assimilated into a record. An attempt is being made to create such a record and to archive it.

Three distinct eras are easily discernable in the nearly 30-year history of the NASG. These are characterized by the linkages of certain personalities as well as some fairly distinctive trends within each era. What follows is the first in a series of articles which reflects the highlights and the spirit of each of these three eras.

PART ONE -- The Beginnings.

The beginnings of the National Association of S Gaugers cannot be separated from the history of the A. C. Gilbert Company. Before American Flyer S gauge there was 3/16-inch scale "CD" gauge, introduced by Cleveland Models in 1937. CD ("Cleveland-Designed") had lured a small but thriving band of craftsmen who labored on in 3/16-inch scale despite the lack of significant support in the market. Then in 1946 A. C. Gilbert introduced its S gauge American Flyer 3/16-inch scale line of toy trains. By the mid-fifties American Flyer had reached its own peak of development and, though it would take a while to realize it, was about to decline. Nevertheless, at that time A. F. was clearly a force with which to be reckoned, and had made S gauge highly visible. The number of American Flyer operators was large. Moreover, the generally high quality of American Flyer and its closeness to scale was the basis on which many of these operators chose it.

Scratch an American Flyer operator and you will find an incurable tinkerer. He/she can tell you exactly how to repair anything ever made by A. C. Gilbert, and what's more, can tell you how to improve upon it. It is not much of a leap from there to superdetailing and conversion to scale. American Flyer S gauge has surely been the object of scale conversion far more commonly than any other product. Initially, detailing and conversion efforts depended upon filching parts from other scales or building parts from scratch, not the easiest approach by any means. Still, the demand was there and growing. This demand included a hunger for information as to what worked and what didn't. Kits and parts to convert American Flyer S gauge to scale had appeared on the market by the early 1950s. The wave of conversions that followed led to a demand for greater and more accurate detail.

The S gauge collectors, AF operators, hi-railers, conversion nuts, and scale-hounds represented a far more diverse lot than was characteristic of other gauges. These groups were the fertile ground upon which the seeds of organization fell. They were to put a particular stamp on the organization that would emerge as the National Association of S Gaugers.

Although it does not appear possible to establish an exact date for the beginning of the NASG, it most probably should be set in late 1957 or early 1958. Jess Bennett remembers seeing a note in Model Railroader's "Bull Session" column indicating that someone named Claude Wade out in St. Louis was looking for S gaugers interested in joining "circuits." He believes that the notice appeared in the winter of 1957. In any case, he wrote to Wade and soon became a member of a circuit which he remembers as having been started in January or February 1958. The record shows that Jess was director of circuit 172S4, the fourth circuit organized around members operating on 172 rail with scale flanges. So, if that is the circuit that Jess remembers, it was early but not the first and thus others would likely have been organized in late 1957.

It had occurred to Claude Wade that S gauge was ready for something akin to round-robins, a type of organization in which members circulate information to each other. However, he did not feel that "round-robin" was an entirely suitable model railroading term, and therefore came up with the notion of circuits. A circuit is a group of model rails who share some common interest around which the circuit has been organized. Ideally, these groups are small, usually with six to eight members. Initially there were three basic types of circuits, designated by "125," "172," and "AF," which indicated the type of rail on which the members operated. The rest of the designation indicated the type of flanges and the sequence number of the circuit. For example, circuit 125S1 would be the first circuit organized in which the members operated on 125 rail with scale flanges. Similarly, circuit 172TP4 would be the fourth circuit organized with the members operating tinplate flanges on 172 rail, while circuit AF2 would be the second circuit organized with members operating full American Flyer layouts.

The circuit letter is the means by which the members communicate with each other. Each letter contains the experience of the members in regard to a particular project or problem. As it passes from one member to the next, each member is expected to add what he/she can. In this manner the collective experience grows and provides invaluable insight and assistance to its members.

As he recalls, Claude's initial contact with other S gaugers came through advertisements in Model Railroader and Model Trains. Later most contacts came from the NMRA register. In a remarkably short time more than two hundred had been recruited into the ranks and placed into individual circuits with about seven members per circuit. A number of the earliest circuits continue in operation today. Interestingly, one of them still has three of its original members, Jess Bennett, C. D. Lasley, and Gene Fletcher. It is known as the "old-timers" circuit because the youngest of its seven members is 61 and the oldest is 85.



Each circuit had a director whose responsibility it was to keep the circuit alive and functioning. The earliest directors included Jess Bennett, Chester Bolly, Bill Crawford, Will Estes, Gene Fletcher, Leonard Giovannoli, Ambie Hennek, Evert Hoffman, Robert Shafto, William Sutliff, Bernard Thomas, and of course Claude Wade.

It was the rapid proliferation of these circuits that brought about the need for a national organization. By the middle of 1959 there were as many as 30 circuits in operation with members in every corner of the nation and some in Canada. The national character of the organization had become self-evident, and a name reflecting that character was needed. Suggestions were submitted to the membership and the name "National Association of S Gaugers" was chosen. The name had not been chosen without some dissent. For obvious reasons, the Canadian members preferred "International Association of S gaugers." However, being fewer in number they did not prevail. Claude Wade, the founder of the organization, was appropriately named its first General Director.

By 1960 certain features were clearly characteristic of the NASG. It was informal and voluntary. It did not collect periodic dues and it urged that all members belong to the NMRA. The duties of the General Director included collecting items of general interest from the circuit letters and elsewhere and publishing them as "Notes, News and Flashes." They also included writing a regular column in a newly inaugurated publication called the S Gauge Herald. This column contained news of the NASG and frequently included the "NN&F."

It was fascinating to go over the early lists of members with Claude. They read like a *Who's Who* of S gauge: in addition to those already mentioned, there were Frank Titman, Barney Daehler, Hansel Main, Wallace Collins, Fred Schuster, Henry Sprague, Win Blake --- and too many other familiar names to include here. There were some youngsters listed too, a young college student named Richard Karnes and several teen-agers: 12 year old Tommy Riddle, 13 year old Gale Hall and 14 year old Donald Heimburger.

By 1960 two kinds of active membership had evolved: the special-interest circuits and the "engineers." The latter group reflected the growing interest in making castings in S scale and included those whose capabilities and equipment permitted them to make patterns or castings. By this time many Flyer fans had made a full transition from detailing and conversion to building in scale and were hungry for a source of true S scale parts. Moreover, S scale had always attracted a number of craftsmen who preferred it to the more popular HO and O scales. Some of these, like Kelly Bryant, had actually entered S scale by building CD kits as early as 1938. Together those groups formed a nucleus of interest that became one of the strongest determinants of the NASG character of the early Sixties. Here are the roots of the NASG lost-wax castings program with its eventual offering of complete engine kits.

As the first General Director, Claude Wade was the guiding light of this period. A review of documents of that period makes it clear that Claude personally embodied much that distinguished S gaugers of that time. He was ac-

tion-oriented, individualistic, resourceful, and full of energy. He saw to the coordination of the circuits, developing new ones as the membership grew. Moreover, he wrote and circulated the "News, Notes and Flashes." He also authored the NASG column in the S Gauge Herald. And, not having enough to do, he attempted to respond to the wishes of S gaugers by seeking new and different sources of supply for the scale. It is surprising to realize, in 1986, that efforts to import S scale brass engines go back more than 25 years; yet it is true that Claude, on behalf of the NASG, was involved in discussions as early as 1960 with Cleveland Models to determine the feasibility of importing such engines. Then as now, interest in steam engines centered on the smaller more common types such as ten-wheelers, consolidations, and mikados.

It was also under Claude's leadership that movement toward the selection of the NASG symbol with clasped couplers indicating unity got under way. The idea that the organization should have a distinctive symbol or emblem arose early, probably in 1959. In a circuit letter dated January 2, 1960 the idea was clearly set forth and suggestions were requested. Eventually the idea of a contest emerged and a total of 13 entries were submitted. Those who submitted entries included George Bergman, Gene Berry, Martin Daly, Pete Harmon, Herbert King, Bernard Thomas, Frank Titman, Tom True, Claude Wade and four "unknowns." Four finalists were selected by the directors. These were George Bergman, Gene Berry, Bernard Thomas, and Frank Titman. Their designs were published in the circuit letters and later appeared in the March 1964 S Gauge Herald. Members of the NASG were asked to vote on their preference and, as we know, Frank Titman's clasped couplers design was chosen.

When asked how the design occurred to him and whether it was conceived over time following a number of sketches, Frank replied that the idea came as an inspiration. He was watching a train go by and suddenly the symbol of unity in the couplers occurred to him and he sketched out the idea without much effort. He still retains the original drawing which Claude returned to him after the contest.

Without question Claude's greatest contribution is found in the lost-wax casting project and the ultimate development of complete engine kits. The magnitude of this undertaking can only be appreciated in retrospect. Presently there are castings from 195 different patterns available from Claude Wade. Many are comprised of several separate pieces which have been soldered together, thus several hundred parts actually had to be made in order to have all the parts to a single engine. This would have been a very considerable task for even a sizable group of skilled technicians working in a Japanese factory. However, nothing even comparable to such a group worked on making the patterns. Claude himself made the vast majority of the parts. In addition, several of the best modelers in S scale contributed patterns. When members contributed patterns they were given credit toward the eventual purchase of parts or kits. A partial list of contributors includes Chester Bolly, Kelly Bryant, Dave Engle, David Felmley, Ed Filer, Jack Fisher, Fritz Gemeinhardt, Evert Hoffman, Dr. Charles Johnson, Richard Karnes, C. D. Lasley, Joe Scales, Dr. Fred Schuster,

David W. Smith, Henry Sprague, and Joe Swift. Grant Magee machined a number of the split frames. A compiled list of all contributors does not appear to exist, but it would not include many more than the above. All were volunteers. It was on the backs of this doughty band that the whole project rested.

The amazing nature of this project can't be fully appreciated without realizing that it never had significant financial backing and that it was undertaken by a man who never had any special training in machine work. Listen to Claude Wade: "I had my American Flyer layout set up in a spare bedroom, but as my children grew up I had to give the bedroom up. I then became more interested in the scale itself and when I saw a Max Gray O scale Nickel Plate Berkshire I began investigating how to build one for myself in S scale. I had no training in machine work except a little bit in high school. I think I knew enough to set up a lathe but nothing more. I simply taught myself. I figured out how things worked as I went along. I made lots of mistakes but I learned from them all. I also talked to a lot of people who had much experience and used that to good advantage. One of my best advisors was Dr. Charles Johnson here in St. Louis. I gradually turned my basement into a shop where I had an industrial lathe, a milling machine, a punch press, a small smelting furnace, and all the capabilities to do soldering and sand casting. I still have all the casting patterns and cores used in producing the cast boilers that were originally used. We initially experimented with zamac instead of brass because it gave such a smooth finish but, of course, you can't solder to it so we gave that up. I can't remember when the idea of building my own engine got transformed into making kits for everybody else's use. It just seemed to take hold and became the most important goal.

"When it came to financing the project it seemed to me that the NASG ought to finance it while I did most of the work. Financing came about in several ways. Some people simply donated money. These donations were acknowledged in the circuit letters and were gratefully received. Others made loans which I paid back with interest within about six months of receiving. A few donated patterns. In some cases I financed some things out of my own pocket."

Gradually the project took shape and the first castings were announced in "News Notes and Flashes" in late 1961. The good news was also broadcast in the NASG column in the S Gauge Herald of December 1961. The cast boilers were first, appearing on Sept. 1, 1961. Six days later the first lost-wax castings were received. Claude called Dr. Johnson and they celebrated. "They looked like gold to us." These first castings proved to be a boon to superdetailers and scratch-builders alike. American Flyer engines began sprouting lost-wax casting on hi-rail pikes all over the country. The appearance of a full line of castings took several years to complete. The first full engine kit did not make its debut until early 1963.

The importance of the castings project to the future of S gauge should not be underestimated. A. C. Gilbert was moribund at the time and the project gave hope that there was life after American Flyer. It is fair to conclude

that the project provided stimulus to other S scale manufacturers since the availability of kits and the number of manufacturers increased noticeably during that period. Although the full flowering of S scale would not occur for some time yet, there is little question that the castings project gave birth to S scale as we know it today.

Nothing approaching the castings project has ever been undertaken in any other scale and very likely never will. The undertaking of such a project reveals something very important about S gaugers. They work together in the common interest and they don't quit. The debt that S gauge owes to Claude Wade and that small band of unbelievably dogged doers can't be measured.

Every organization that endures and grows undergoes evolution. By 1962 the manifold duties that he had assumed as the first General Director had begun to weigh too heavily on Claude Wade. He began to look for ways to spread the burden among the rest of the leadership of the NASG and for someone to whom to pass the candle. In a circuit letter dated Nov. 12, 1962, apparently to the other directors, Claude made it clear that his intention to step aside was firm. He also expressed his deep concern about getting the right leader to keep the young organization alive and vigorous. It appears that Ambie Hennek had previously suggested Bernard Thomas. Claud wrote this about Thomas: "For the forest, I could not see the trees until Hennek suggested Bernie Thomas. First and foremost he is a good modeler, knows prototype railroading, is well educated, knows the ins and outs of many things and where to find them out if he doesn't. [Most important,] he is tolerant of all model railroaders and last, but certainly not least, he is an enthusiastic S gauger. So, I think that Bernard will make a very good leader." Thus it followed that Bernie Thomas became the second General Director of the National Association of S Gaugers.

In retrospect, Bernie Thomas was probably the perfect choice to be the second General Director. It was an understatement to say that he was an enthusiastic S gauger. The record suggests that the man was a tireless, unflinching, completely devoted booster of the scale. He of course continued with the duties begun under Wade. However, it appears that Bernie had earlier submitted a design for spreading the leadership burdens to a second level of directors. Though it took some time to implement this scheme, its first result was the assignment of Claude Wade as Field Director in charge of castings. This approach saved Bernie's energies for other matters. The development of new circuits continued apace but by this time they often centered about some very specialized topics. For example, a circus train circuit was formed in the latter half of 1963, a trolley circuit was announced early in 1964, and a narrow gauge circuit late in 1964.

Although circuit letters continued to be an essential part of NASG activity, the S Gauge Herald had by this time survived its own growing pains and began to emerge as the principal means whereby the NASG communicated to its national audience. This had not occurred completely smoothly as, at one time during 1962, publisher Wallace Collins had wanted to drop the NASG column from inclusion in the Herald. This was no doubt related to the fact

that Bernie Thomas had become an Associate Editor of the Herald.

Meanwhile, the castings project was moving forward with a full head of steam. Wade had adopted a strategy wherein as each new casting was received it was sent to a group of about 20 S gaugers who were completing Nickle Plate Berkshires as the parts became available. By 1963, several of these were nearing completion. In that year Claude Wade's won a performance contest at the NMRA national convention. Others won even more prizes at the NMRA national conventions in the years following. Early in 1964 the NASG received notice from the NMRA of assignment of warrant No. 75 for its castings.

Bernie Thomas is remembered by those who knew him for his generosity and for his selfless devotion to the furtherance of S gauge. Looking back in the record it is clear that he accomplished considerable in that respect. Bernie was among those that strongly held the view that the long-range future of S gauge, and probably of the NASG, lay in close association with the NMRA. That view heavily influenced his tenure as General Director and accounts for his most noteworthy accomplishments. In a general sense, Bernie never lost the opportunity to strengthen the organizational structure of the NASG. He was always pointing out the benefits of club membership and holding up the need for new clubs in areas which lacked them. In a specific sense, he was directly responsible for the development of rotating-visiting clubs and for the promotion of a regional sense of organization. While these ideas were not original with Bernie, he surely should be credited with making these distinctive features of the NASG during the middle Sixties. Bernie was fond of referring to the members of circuits as "live-wires." It is quite clear that he was one himself.

The regionalizing of the circuit organization was on his mind from the very earliest and by the spring of 1963 he could announce in the S Gauge Herald its essential accomplishment. This was an important development because it set the groundwork for the appearance of regional S gauge clubs and the regional meetings that a number of them sponsored. Although a few regional organizations existed earlier, most notably the Northeastern S Gaugers Association, they were informally organized and the rapid development of these organizations after 1963 can easily be observed by studying the S Gauge Herald Yearbooks of that era.

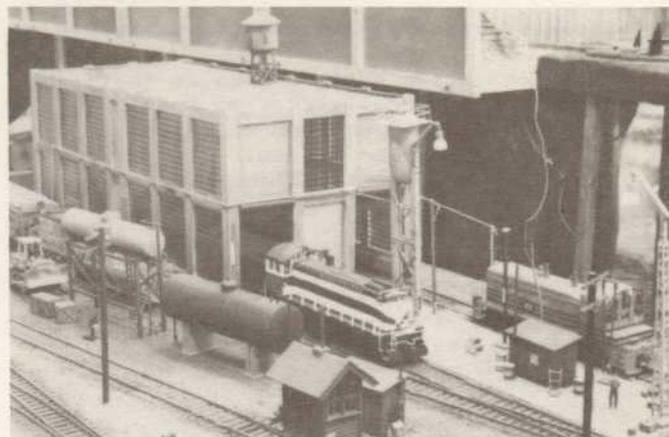
To stimulate the development of R-V clubs, he published in the March 1964 issue of the S Gauge Herald a copy of a sample constitution and by-laws suitable for adaptation by S gauge clubs. This sample had in turn been adapted by Bernie from an O gauge club that had been set up on an R-V basis. He had obtained that club's constitution from the NMRA. Once more it is possible to see the results of Bernie's efforts in the growth of local clubs, most of them set up as R-Vs, during the course of the next several years.

Bernard Thomas is now larger than life. Following his untimely and tragic death in 1965, his memory was enshrined in the Bernie Thomas Memorial Award given each year to the person considered to have done the most for S gauge.

The memorial was created by the Deep South S Gaugers Association and was first presented by Dick Schlott to Wallace Collins, publisher of the S Gauge Herald, at the 1965 NESGA convention in Toronto. In establishing the award, the club recognized his devotion to our collective interests, his complete selflessness in promoting S gauge and S gaugers, his generosity, and his sense of humanity. A review of the record makes it clear that, whatever else he was, he was a skilled social engineer who had carefully laid the groundwork upon which a lasting national organization could rest. Though his goal of close formal involvement with the NMRA never was achieved, he provided the basis for the transformation of the NASG from a loose-knit, informal organization to a more structured and enduring one. It is this legacy that should be celebrated with future awards of the Bernie Thomas Memorial Award.

What would the NASG be like today if Bernie Thomas had lived? Would it have had a close relationship to the NMRA? Would its development have taken a different course? We do not know. What we do know is that up to that time the organization had remained essentially informal. It depended strictly on volunteer work and donations to conduct business. Its only force of authority came from the utterly remarkable energies that the first two General Directors, one a visionary, the other a skilled social organizer, poured into the organization. Bernie's death dealt the young organization a hard blow and it fell to Russ Mobley, who had recently been appointed by Thomas as Director of Circuits, to guide the NASG, as its third General Director, through some difficult times that lay just ahead.

NEXT: The conclusion of The Beginnings and the start of The Middle Period, within which the NASG faced some of its inherent internal strains, and consolidation and formalization became a reality.



**WHAT! NEVER SEEN A CONSTITUTION?
DON'T KNOW THE CONTEST RULES?**

Copies of the NASG constitution, by-laws, and contest rules are available for the asking from the NASG secretary, James A. Kindraka, 44014 S. Umberland Circle, Canton, MI 48187. Please send Jim a stamped (\$.39) addressed 9x12 manila envelope, be sure to give him your membership number, and tell him which document(s) you want.

**11th ANNUAL
FALL 'S' FEST**

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*****
* *
* * MISSING LOCOMOTIVE * *
* *
* * During the July 4th NASSG Convention * *
* * in Detroit, an S scale locomotive of * *
* * the following description has been * *
* * reported missing or, more likely, * *
* * stolen: * *
* *
* * - Scratchbuilt Ma & Pa 2-8-0 light * *
* * consolidation, as illustrated in * *
* * the Sept. 1952 Model Railroader. * *
* * A picture appears to the left. * *
* *
* * - Unpainted brass. * *
* *
* * - Working firebox door and working * *
* * cab hatch. * *
* *
* * - No valve gear. * *
* *
* * - Kadee S scale couplers front and * *
* * rear. * *
* *
* * - Ace archbar trucks on tender. * *
* * Tender wheelsets have all wheel- * *
* * sets insulated and use pickup * *
* * wires. Tender floor drilled for * *
* * sound. * *
* *
* * - S Scale Loco & Supply 51"drivers, * *
* * brass with steel tires. * *
* *
* * - Spring-loaded lead truck. * *
* *
* * - Split 4-lobe sound cam on 4th * *
* * driver axle. * *
* *
* * - Kemtron cab, domes, and tender * *
* * wrapper. * *
* *
* * - Wood grain etched on tender * *
* * boards and end beams. * *
* *
* * - Milled spider frame, bearing * *
* * blocks with sprung drivers. * *
* *
* * ***** * *
* * This locomotive's appearance is that * *
* * of a professionally-crafted model, * *
* * and represents over 1000 hours of la- * *
* * bor over a 15-year period. The parts * *
* * used are no longer available, and the * *
* * locomotive cannot be replaced at any * *
* * cost. It was truly a unique once-in- * *
* * a-lifetime creation. * *
* *
* * Any information leading to the recov- * *
* * ery of this locomotive should be for- * *
* * warded to its owner: * *
* *
* * Mr. Bill Daiker * *
* * 319 Stockholm-Vernon Rd. * *
* * Stockholm, NJ 07460 * *
* *
* * *****

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The 11th Annual Fall 'S' Fest is fast approaching!!! It will be held Fri.-Sun., Oct. 24-26, 1986, at the Holiday Inn Holidome, South Beloit, IL (on the Wisconsin border), hosted by the State Line S Gaugers.

The banquet promises to be one of the highlights of the meet. Our speaker will be Randy Garnhart of Rockford, IL, whose topic will be the Chicago Great Western Railroad. He has 2000 slides and has walked every mile of the right-of-way.

SCHEDULE of EVENTS

Friday, Oct. 24

6:00 pm	Trading Pits open
	Clinics and movies begin
11:00	Trading Pits close

Saturday, Oct. 25

9:00 am	Trading Pits open
	Clinics, movies start
	Raillette activities start
1:00 pm	Model contest entry deadline
3:00	Trading Pits close
5:30	Happy Hour
6:30	Pre-Banquet program
7:00	Buffet banquet
	Randy Garnhart, speaker
	Awards, prizes, auction

Sunday, Oct. 26

Layout tours

FEES

Registration only	\$ 5.00
(railroaders 16 yrs. & over)	
Registration & banquet	18.00
Banquet only	15.00
(Raillettes & children)	
Car (hopper with load)	11.00
Patch	2.50
(free with preregistration)	

For special room rates please code FSF when making hotel reservations. Rates are \$45. single, \$50. double per night.

For more information about the Fall 'S' Fest, write to:

Fall 'S' Fest
211 E. Franklin St.
Rockton, IL 61072

NOTICE . . .

Gene Walp has had a stroke. According to his daughter, the prognosis is unknown. She is therefore returning all money for unfilled orders until Gene's ability to continue is determined.

- - -

We wish Gene a speedy recovery. Our thoughts are with him.

THE MICHIGAN INTERCHANGE

MODEL CONTEST WINNERS

by Kent Singer
Nasg Contest Committee Chairman

BEST IN SHOW

William Geracci - Milw. Rd. FM "Erie-Built"

MASTER CRAFTSMAN

BEST IN CLASS

William Geracci - Milw. Rd. FM "Erie-Built"

Steam Locomotives

1st, Ed Filer - 3-Truck Shay

Diesel and Electric Locomotives

1st, William Geracci - Milw. Rd. FM "Erie-Built"
2nd, Stan Stokrocki - D&H RS-3
3rd, William Geracci - Milw. Rd. FP-7

Freight and MOW

1st, Richard Karnes - WCL Caboose #57
2nd, Richard Karnes - WCL Caboose #58

CRAFTSMAN

BEST IN CLASS

Ladd Houda - Pullman 12-1 Sleeper

Steam Locomotives, Kit & Converted

1st, Dan Navarre - KB&RR 2-8-0

Diesel Locomotives, Kit & Converted

1st, Billy Wade Jr. - UP F3 A/B
2nd, William Dertly - WM F7

Structures, Scratchbuilt

1st, Steven Myers - Electric Substation

Passenger Cars, Kit & Converted

1st, Ladd Houda - Pullman 12-1 Sleeper

Freight & MOW, Scratchbuilt

1st, Billy Wade Jr. - BS&C Tank Car
2nd, Billy Wade Jr. - UP 40' Flatcar

Freight & MOW, Kit & Converted

1st, Billy Wade Jr. - Wilson 40' Reefer

AMATEUR

BEST IN CLASS

John Verser - CN Wood-Sheathed Boxcar

Steam Locomotives, Scratchbuilt

1st, Barry Mertz - PRR 2-10-0

Freight & MOW, Scratchbuilt

1st, John Verser - CN Wood-Sheathed Boxcar

Freight & MOW, Hi-Rail

1st, David Pool - Southern Stock Car
2nd, David Pool - SHL Bay-Window Caboose

Freight & MOW, Kit & Converted

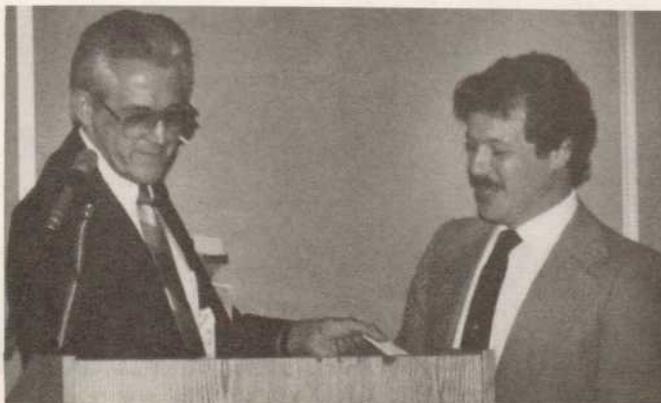
1st, Tom Lennon - Soo Locks Centennial Boxcar
2nd, George Lloyd - PRR Depressed-Center Flatcar
3rd, George Lloyd - PRR 40' Gondola

JUNIOR

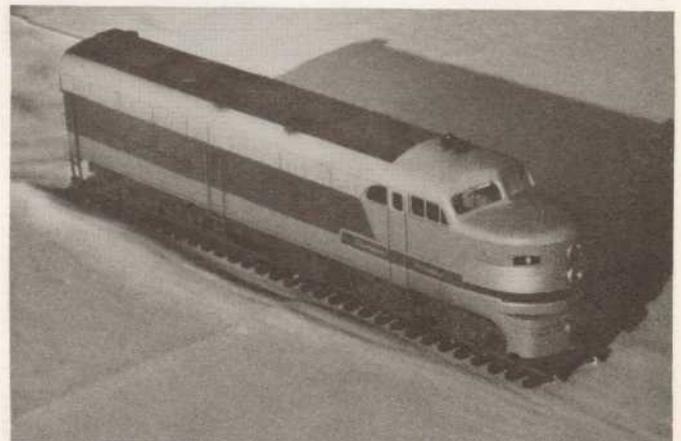
1st, Mark Stevens - Heinz Reefer

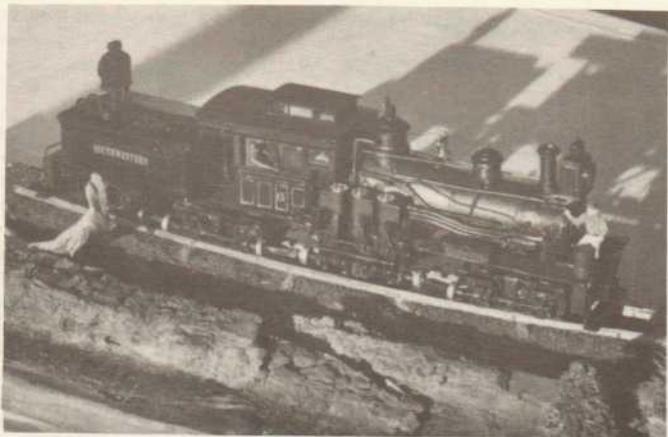
The NASG extends thanks to Sig Fleischmann for the fine job he did in planning and running the contest. Thanks also to Mrs. Fleischmann for the many hours she spent at the entry desk so that the contest room could stay open for extended periods. A debt of gratitude is owed to the judges -- Bob Nicholson, Lynn Wells, and Dick Fleming. These three spent, on the average, 20 minutes on each and every model, trying to arrive at a fair score. Bob Nicholson also gave up some of his convention time so that his fine hand could grace the award certificates.

P. S. -- "CAB" Award - Art Doty, for his Hi-Cube car (see cover)

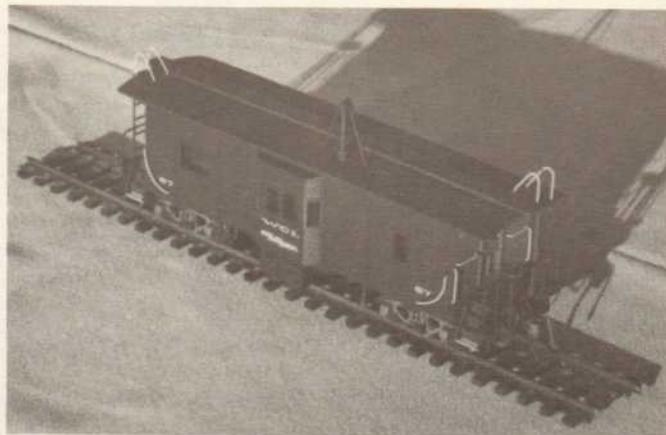


The Best-in-Show Fairbanks-Morse "Erie-built" passenger diesel was built by Bill Geracci from styrene using a heavily-modified AF Alco PA as a base. The model took 610 hours to build and finish. Gorgeous!

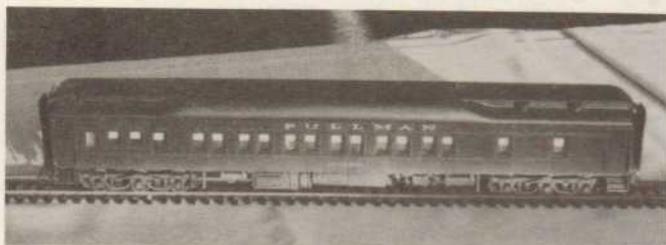




First Place - Master Craftsman Steam Locomotives went to Ed Filer for his three-truck shay. Ed started with a Kemtron On3 kit with added parts from Kemtron, Sandusky, and SSL&S. The model is based on an 1887 Goodyear Lumber Co. prototype.



First Place - Master Craftsman Freight Cars and Maintenance-of-Way was won by Dick Karnes for his freelance bay-window caboose built from two AF bodies and a variety of odds and ends.



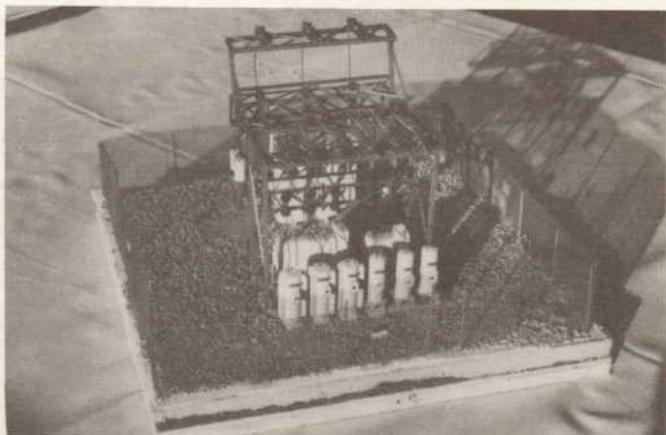
Ladd Houda was awarded Best-in-Class - Craftsman for the "Abingdon," a Pullman 12-1 sleeper. It's a Scenery Unlimited kit with interior detail, full underbody detailing from S Prototype Parts, and SSL&S trucks. Nice.



First Place - Craftsman Steam Locomotives was this KB&RRR consolidation built by Dan Navarre, based on an S Scale Loco & Supply brass kit.



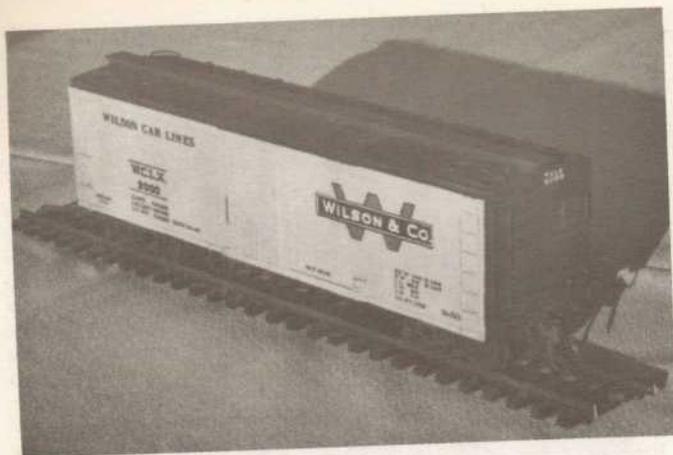
First Place - Craftsman Diesel Locomotives was taken by Billy Wade Jr. for this U.P. F3 A-B combination. Billy used Wabash Valley bodies, Southwind castings, and American Models chassis and trucks.



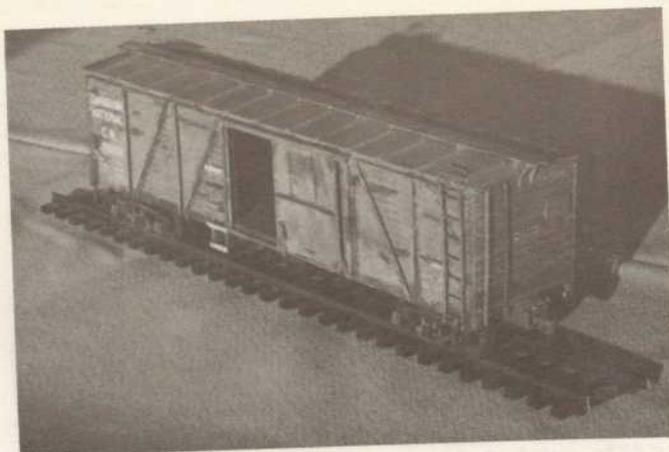
First Place - Craftsman Structures went to Steven Myers for his scratchbuilt electric substation, based on a Virginia Electric and Power prototype.



Billy Wade Jr. won First Place - Craftsman Freight Scratchbuilt for this beautiful tank car.



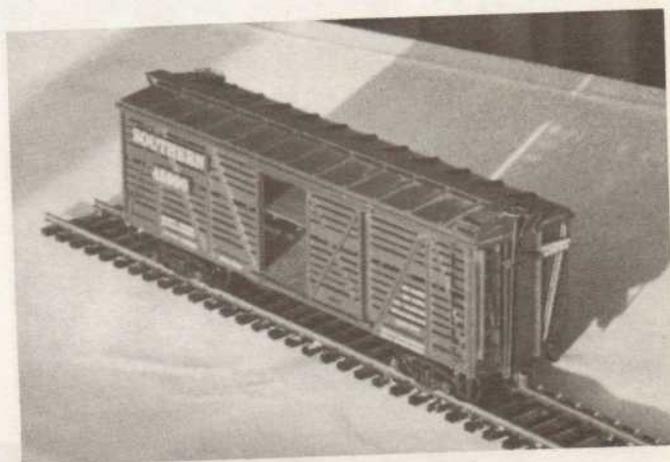
First Place - Craftsman Freight Converted went to Billy Wade Jr. for his Wilson reefer. It's an AF conversion with full detail everywhere.



Best-in-Class - Amateur was taken by John Verser for his CNR single-sheathed boxcar built from scratch.



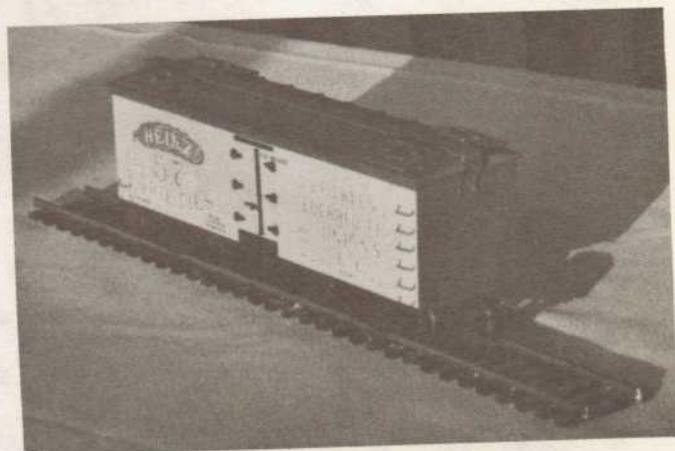
Barry Mertz captured First Place - Amateur Steam Locomotives for this PRR 2-10-0. It has an AF K-5 boiler, a Bortz frame, and a modified SSL&S tender.



David Pool won First Place - Amateur Freight Hi-Rail for his Ambroid double-deck Southern stock car.



First Place - Amateur Freight Kit & Converted was won by Tom Lennon for this Soo Locks Centennial boxcar based on an American Models kit. Tom designed the special dry-transfer lettering set himself.



Mark Stevens walked away with First Place - Junior for his fine hi-rail Heinz pickle car built from a Kinsman kit.

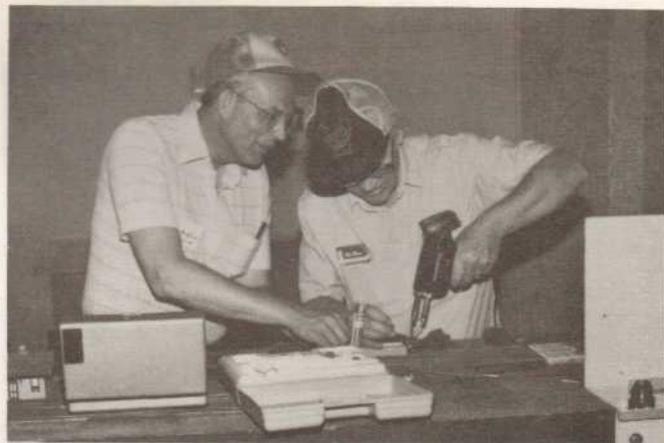
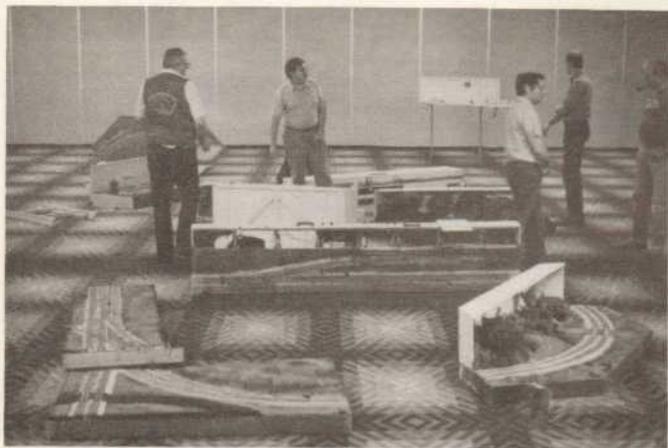
THE MICHIGAN INTERCHANGE

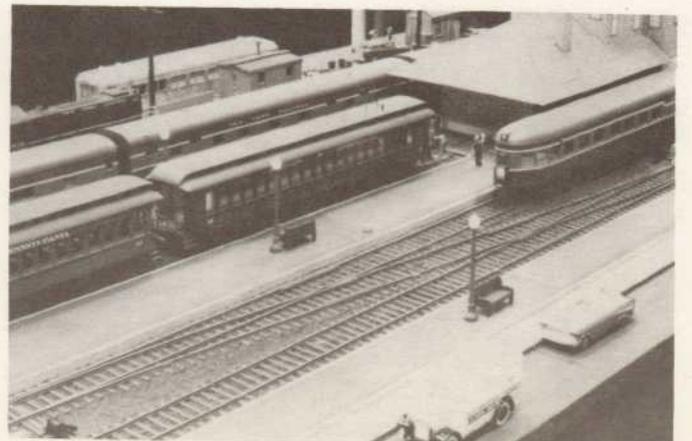
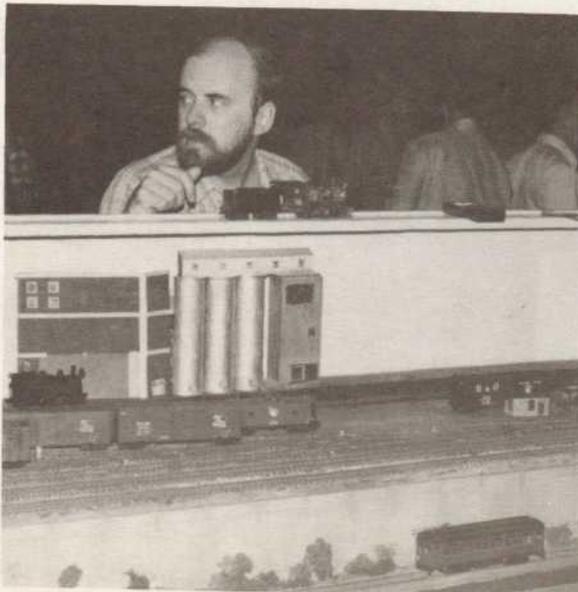
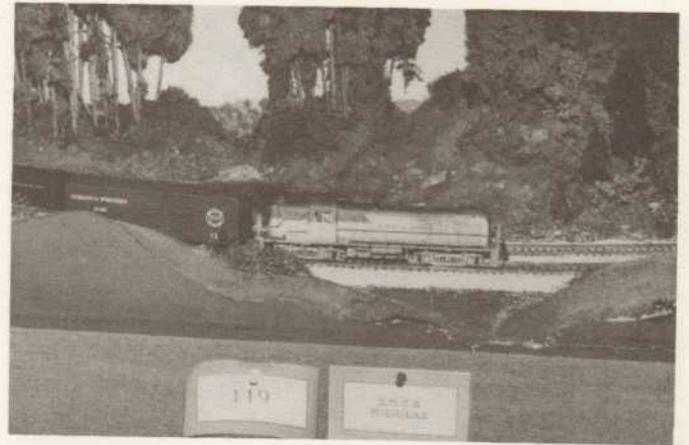
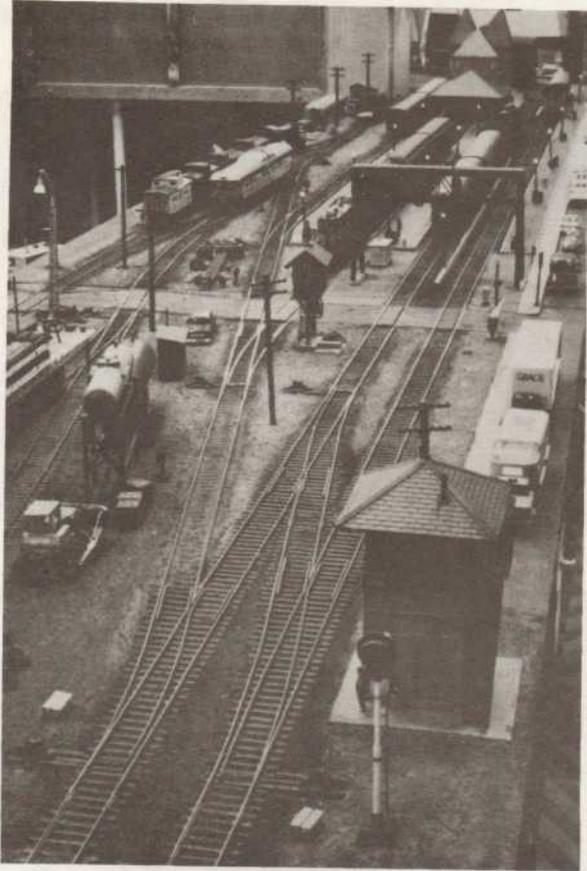
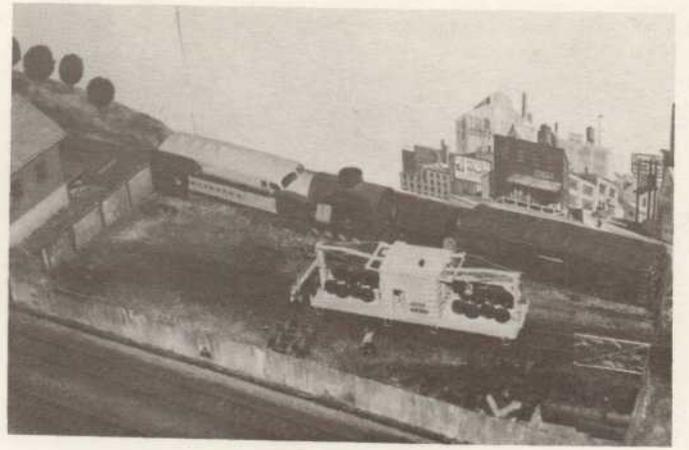
CONVENTION HIGHLIGHTS

by Jim Kindraka

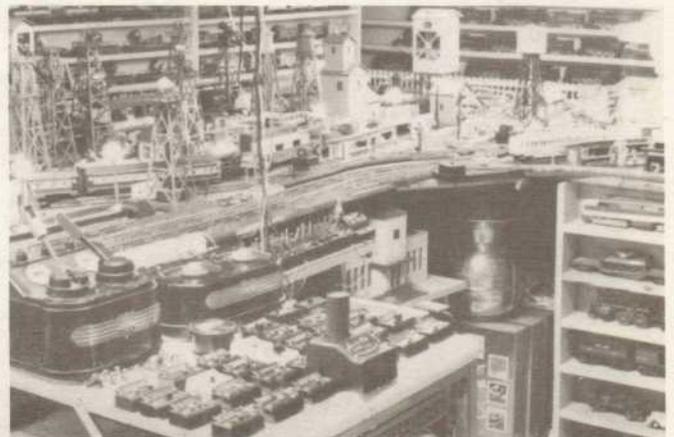
The sun was shining and the sky was bright blue on Thursday July 3rd as the Southeastern Michigan S Gaugers welcomed NASG to the 1986 convention -- The Michigan Interchange. For airport arrivals, the Stroh's Beer message sign beamed "Welcome 3/16ths Scale Model Railroaders." Amtrak even obliged with very close to "on-time" performances. The convention center, the Novi Hilton, rolled out the red carpet, offering spacious rooms for manufacturers, clinics, and modules; not to mention pretty neat guest rooms too! And within easy walking distance were two restaurants in which every conventioneer should own stock -- McDonald's and Big Boy.

Thursday afternoon the early arrivals got down to the serious business of setting up the 245 feet of S gauge modules. Modules came from New Jersey, Michigan, Missouri, and Wisconsin, producing the longest S gauge modular railroad in history. Set-up continued at a leisurely pace throughout the evening, and by 10:00 am Friday the trains were running -- a full two hours ahead of schedule! The completed modular system featured a large loop with an engine terminal and two passenger stations joined via a double-track wye to a lengthy point-to-point leg. This leg contained two intermediate yards and a large terminating yard with a passenger station.

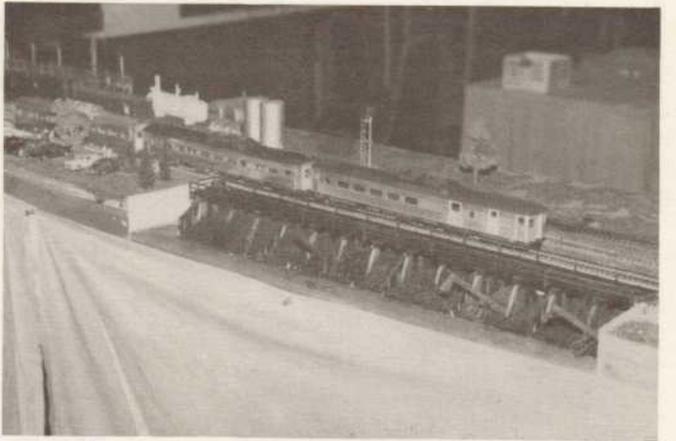
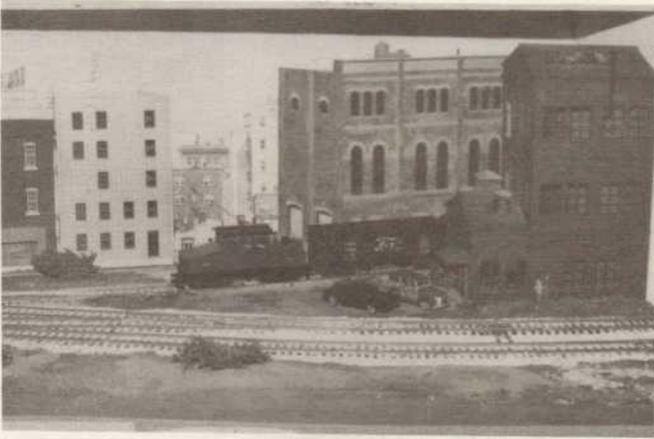
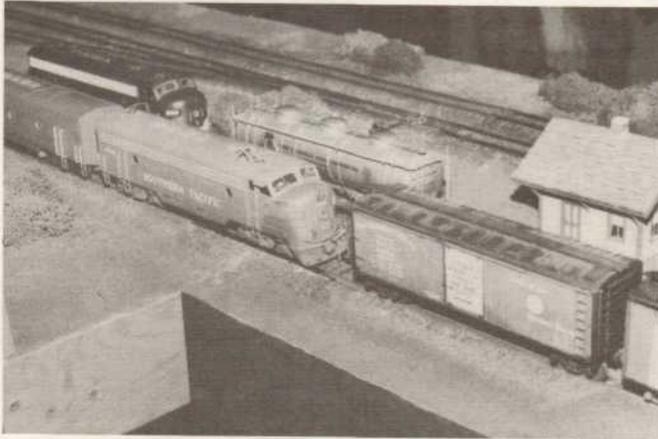
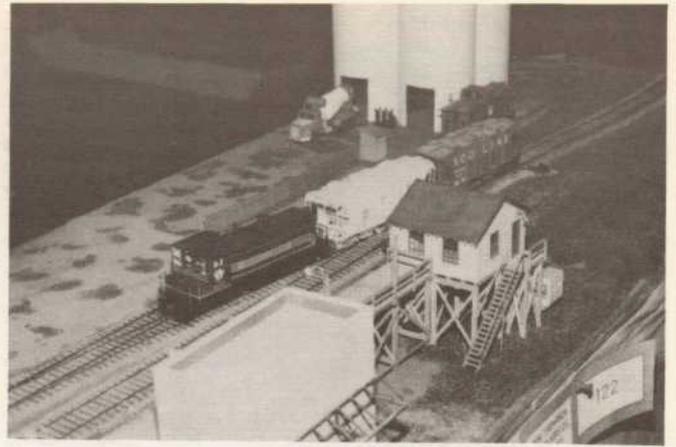




On Thursday afternoon and evening, other attendees got acquainted and travelled to P&D Hobby Shop, the upper Midwest's greatest S gauge retail outlet, to pick up some bargains. The ladies gathered in their own separate room for bingo and refreshments while the ambitious clinic and layout tour schedule began. In all, the convention featured 11 different clinics, with several repeated on different days so everyone got a chance to attend. Layout tours over the course of the convention included four excellent HO layouts, a huge O scale operation, two S scale layouts, an S highrail pike, and a magnificent AF collection.

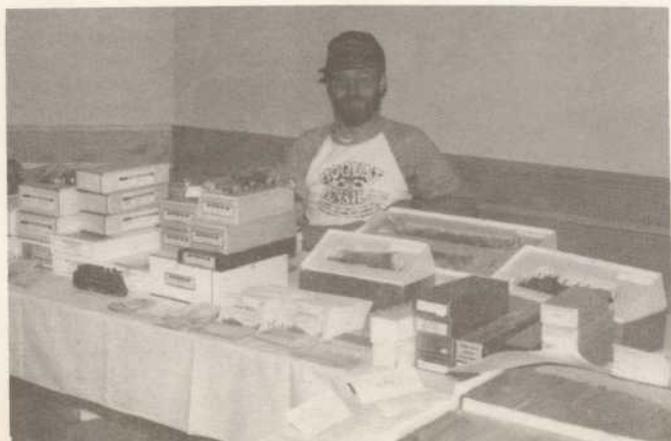
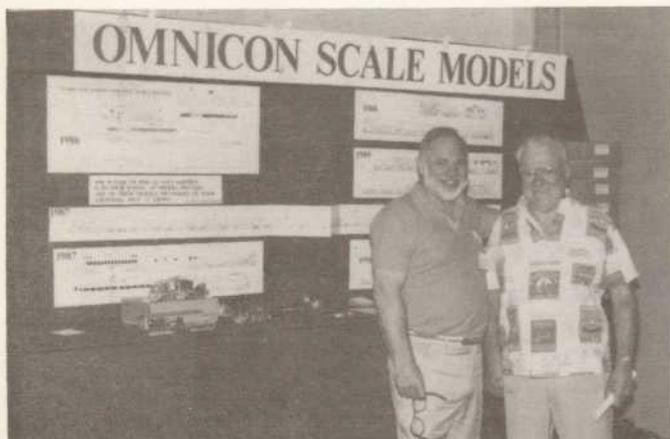


Friday and Saturday the trains rolled on the three scale miles of modules. Operation varied from smooth to clogged with trains -- just like the boys in 12"-to-the-foot. Operations indicated that future events of this magnitude will need a dispatcher. During this time, several people got a chance to try the wireless headsets for controlling traffic flow. Everyone agreed that these added an interesting facet to train operation and certainly kept the cross-room screaming down. Both steam and diesel operated on the modules. Motive power ranged from common switchers, Geeps, RS-3s, and F units to Overland's C&O H-6 pilot model. There were even a set of RDCs and a Roadrailer consist to dazzle the eyes.



In the manufacturers' room, two of S gauge's oldest manufacturers — S Scale Locomotive and Supply and Rex S Gauge Models — shared space with some making their first-ever convention stop. Overland showed off a new Shay pilot model along with several other models in the "soon-to-be-available" category. Omnicon had their new Erie G-15 ten-wheeler and Alco PA drive, and the NASSG delivered the ACF tank cars into a lot of waiting hands. Also on display were Scenery Unlimited's doodlebug, Hoguat Hobbies' pickle car, and some nifty passenger car and diesel detail parts from Southwind Models and Prototype S Parts. Test castings of American Models' new mill gondola were available for inspection, and it certainly looks like another hit for AM!

Several other S gauge manufacturers were also on hand to prove that model railroading is alive and well in 3/16ths scale. Lehigh Valley Models showed their new pillar crane, and Delaware Valley S Scale Supply was on hand with converted couplers, decals, etc. G&W displayed their wares, and the new S Gauge Herald had an exciting, creative display guaranteed to whet everyone's curiosity. On Thursday and again on Saturday representatives of Lionel were on hand to listen and talk with attendees about future plans for the American Flyer line. Their gift of several log loader and sawmill certificates was a very pleasant surprise.

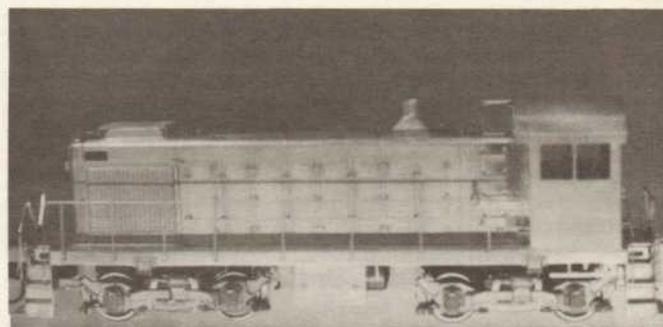
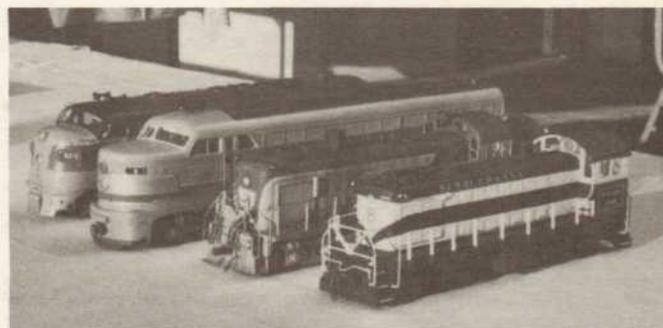


Convention events were rounded out by two other large layout displays and the model contest. The "S Team" had its beautiful S/Sn3 portable layout running flawlessly, and the Cuyahoga Valley S Gaugers' portable layout showed how easily AF and scale equipment can coexist on realistic code 148 trackage. The model contest was another tough judging affair. Although the quantity of models continues to diminish a bit (a situation currently under study by the Contest Committee), the quality of the entries seems to be at an all-time high.

Friday and Saturday's events included more layout tours and clinics, plus a bus trip to the Huckleberry Railroad and Old World Village. Saturday night and the closing banquet seemed to come too fast, but the meal was sumptuous and Vic Roseman's tour of France via model railroad photography was a true work of artistic genius. Ron Bashista of American Models won the coveted Bernie Thomas Memorial Award as S gauger of the year. Art Doty managed to walk off with the raffle prize -- a brass NW-2 switcher. After the banquet, Rolie Mercier conducted another successful auction.

Sunday morning came all too soon, and the modules began to come down. The annual NASG business meeting drew about 50 members. The comments were supportive and the criticisms constructive. Most of the attendees left with the feeling that all the volunteers are working hard to keep S gauge growing. Sunday afternoon, although most of the 160 registrants needed to head for home, about a quarter of them took the time to visit the S gauge layouts. By the end of the day, the convention was over for another year.

The Southeastern Michigan S Gaugers would like to thank all who came. We hope you had a great time; we certainly did. We enjoyed hosting you all. To those who didn't make it, we're sorry -- you missed a great event at "The Interchange."



THE MICHIGAN INTERCHANGE

LADIES' PROGRAM HIGHLIGHTS

by Annette Navarre

The 1986 NASG Convention at the Novi Hilton Hotel proved a great success for the 34 ladies who attended. The convention started out on Thursday with a night of bingo held in the hospitality suite. Many prizes were won, including perfume, hand soap, glasses, towels, and two tins of cookies for the lucky coverall winners.

Friday morning from 8:00 to 9:30 the ladies started their day off with coffee and doughnuts. We then boarded a bus to take us on our "International Shopping Tour" of downtown Detroit, followed by Windsor, Ontario, where we left the bus to see the beautiful Jackson Gardens.

After the breathtaking view of the gardens, we were treated to a chicken-dinner lunch at the Chicken Court Restaurant. I'm sure the attending ladies will never forget the excellent mouth-watering desserts served to us. Afterwards we spent the afternoon shopping in Windsor before our bus ride back to the hotel via the Ambassador Bridge.

The Friday evening entertainment was supplied by Jim Whipple, who lectured on the start of American music with samples of that music. The "Ladies on Broadway" followed with a live musical show. Penny Kindraka performed, singing many famous songs from Broadway musicals. I know the ladies thoroughly enjoyed our night of music and wished it could have lasted a little longer.

Saturday turned out to be another beautiful sunny day. The ladies departed on a bus to Frankenmuth, Michigan, a Bavarian theme village, to do some shopping down Main Street and browse in the world-famous Bronner's Christmas Store. It was truly a Christmas-in-July trip, as many women came home with various ornaments and gifts.

The convention banquet on Saturday evening was wonderful. All the ladies received numbered carnations. Later in the evening, four winning numbers were drawn and the winners received wicker baskets.

The dinner consisted of caesar salad, prime rib, duchess potatoes, julienne vegetables, rolls, and -- to top it all off -- strawberry cheesecake with plenty of strawberries for all. Many door prizes were awarded, followed by a brief run-down on next year's convention in Chicago by Don Heimburger and a slide show by Guest Speaker Vic Roseman.

This concluded the ladies' section of the convention. Some comments by a few of the ladies:

"EXCELLENT CONVENTION!"

"THE BEST EVER!"

"A LOT PLANNED FOR THE LADIES!"

"LET'S HAVE IT HERE AGAIN, SOON!"

MANUFACTURER NEWS

American Models has announced its new 52-ft. mill gondola. The dealer information sheet lists the following roadnames at \$17.95 each:

#400 undec.	413	Lackawanna
401 Frisco	414	IC
402 Wabash	415	NYC
403 Southern	416	NKP
404 PRR	417	N&W
405 GN	418	UP
406 LV	419	Santa Fe
407 B&O	420	BN
408 C&O	421	CPR
409 MILW	422	NP
410 SP	423	D&H
411 WM	424	Reading
412 SooLine	425	D&RGW

Kit quality is expected to be as fine overall as with previous kits. Scale or tinplate wheels will be available.

You can put away those rumors about an F-7 B unit. Ron Bashista says it is two or three years away at least, and the same for other projects, while he builds a proper shop. (This will not affect the mill gondola.)

Tom Hood of C-D-S Lettering Ltd. sent me a catalog sheet with the following items marked as new products:

B&O

#355	M-59 40' double-door box ca. 1947
356	M-61 50' steel box ca. 1951
357	M-63 50' steel box ca. 1956
358	M-66 40' steel box ca. 1964
359	M-53 40' wagon-top box as delivered ca. 1937
360	M-53 wagon-top box, large "B&O," ca. 1961

Canadian Northern

351	CNOR twin hopper ca. 1913
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D&RG

352	30' wood reefer ca. 1898
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GT/GTPacific

353	GT twin hopper ca. 1910
354	GT 36' double-sheathed wood box ca. 1906
368	GT steam loco ca. 1913

Temiscouata

362	36' double-sheathed wood box
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TH&B

370	Passenger car ca. 1940
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Private Owners

369	Redpath (Dominion Sugar Co.) 8000-gal. tank, ca. 1934
329	UTLX 10,000-gal. tank ca. 1940-75

No. 329 fits exactly on the NASG tank car types with tank bands. (For the car types without the bands, simply change the irregular spacing of the letters to regular.) The lettering is excellent, clear and crisp, and perfect in appearance.



Hallmark Models Inc. (4822 Bryan, Dallas, TX 75204) has announced to dealers this "Advance Notice of S Scale Items." No prices or dates. The same was true when some of these items were advertised in Mainline Modeler a year or so ago, and while these would be desirable items, one wonders how serious Hallmark is or whether it is merely "testing the water." The items are:

AT&SF caboose 1000-1061, wood, side-door, sprung trucks
 AT&SF caboose 1186-1224 (ex-KCM&O), wood, side-door, sprung trucks
 Trucks, sprung 4-wh. 41-CDO 11wt. passenger
 Trucks, sprung 6-wh. 61-CDO 11wt. passenger
 Trucks, sprung 4-wh. wood-beam passenger
 Trucks, sprung Allied full-cushion
 Trucks, sprung Barber caboose
 V&T combine #20 with sprung trucks
 V&T RPO-baggage #21 with sprung trucks
 V&T coach #11 with sprung trucks
 V&T combine #18 with sprung trucks
 V&T "J. W. Bowker" 2-4-0 locomotive, factory-ptd. (color scheme unknown)

Especially if you have never dabbled in tinplate, you may be unaware of Hobby Surplus Sales, 287 Main St., P.O. Box 2170, New Britain, CT 06050. True, 90 percent of it is other sizes, other hobbies; but it's a good source for 3/16" road vehicles, especially discontinued models. It's free and you get on another mailing list forever.

The S scale population from June's Small World has increased by three: #S18 "The Hunter," with gun, hat, and game bag, \$3.95; #S19 "The Engineer," standing, right arm raised, \$2.95; "The Fireman," seated at cab window, right arm raised, \$2.95. More expected in late summer. June will also custom-paint your own figures for \$2.50 each.

A new name, Modern Models (711 Lowell St., Peabody, MA 01980), is distributor for an International Car Corp. wide-vision cupola caboose, imported by Overland and built by Ajin in Korea. There are two types, the more common "type I" with close-spaced cupola windows, and "type II" with wide-spaced cupola windows. Models are to have Bettendorf swing-motion trucks with roller bearings. Availability is targeted for early 1987. Approximate cost: \$95 before 12-1-86, \$115 thereafter.

The three NASG tank cars I ordered arrived the day after the NASG convention; they look good. Dimensionally, they are exact with respect to the Cyclopedia drawings. Tank and frame details are very well done, sharp and clear. And I've never seen so much piping on an underframe. The trucks roll freely; wheels appear to be properly gauged.

Just a nit -- None of those 1.4 mm screws for coupler mounting were included. You may need to buy the proper-size metric tap too when you go to your hobby shop for the screws -- some of the mounting holes are not tapped.

Prototype S Parts (1068 Cottagewood Dr., Brandon, FL 33511) shows the following new items on its order sheet:

#003	Air pressure water system (heavyweight)	\$ 3.00
014	Battery boxes (2) (hwt)	3.00
015	Generator relay boxes (2) (hwt)	2.50
025	Air reservoir, 12"x 48" (3) (hwt)	2.75
026	ditto, 18"x 30"	2.75
027	ditto, 18"x 44"	2.75
028	ditto, 20"x 48"	2.75
029	ditto, 24"x 42"	2.75
033	Motor-driven AC compressor with blower box	4.00
034	Pullman electromechanical AC (hwt)	3.50
035	Propane tank, 4-compartment	1.75
061	Coach underbody detail set	10.50
062	Coach interior set	15.50
063	Pullman hwt. underbody with AC	11.50

The S Scale Shop (7571 Foxglove Pl., Macungie, Pa. 18062) has conservative vehicle wheels to replace the racing wheels so your Ertl vehicles won't get ticketed. They are \$3 per package of twelve (four each in three styles).

From Korea comes Southwind Models' (P.O. Box 9293, Plant City, FL 33566) very new line of diesel detailing parts. I have seen samples of a pair of exhaust stacks (#SWD4, \$1.50), a set of four 34" (and they are 34") roof fans (#SWD14, 4.95), a collection of steam lines (#SWP1, \$2.00), and a pair of F-unit number boards (#SWDB, \$1.50) marked left and right. These can be used to dress up Enhorning or Wabash Valley F-3/F-7s. Their price sheet also shows future offerings, including a set of Blomberg sideframes for \$12.00. See your dealer.

Busy again, Tomar (9520 E. Napier Ave., Benton Harbor, MI 49022) now has drumheads for the following:

#123 ACL Gulf Coast Ltd. (hwt-round)
 297 T&P herald (11wt-rect.)
 365 Seaboard Silver Comet (hwt-round)
 423 Soo Line Mountaineer (hwt-round)
 608 Santa Fe Valley Flyer
 772 Amtrak Carolinian (11wt-rect.)
 773 Amtrak Lake Shore Limited
 and -- a round clown face.

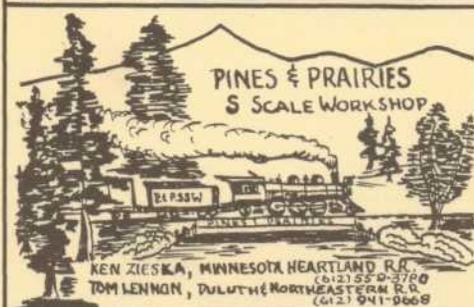
Tomar will also release an end-of-train device for post-caboose-era freight trains.

Tony Perles
 4333 20th St.
 San Francisco, CA
 94114

-- Anything new on your grapevine? Tony will be glad to check it out.

"BEST TANK CAR" CONTEST POSTPONED

Due to the delay in receiving the brass tank cars from Overland Models, the brass tank car contest previously announced has been postponed for one year. All the rules pertaining to eligibility, judging, prizes, etc., remain exactly the same (see "President's Message," Vol. IX No. 1) except that the judging will take place at the 1987 Chicago convention instead of the 1986 Detroit convention.



Rollain E. Mercier
Editor

4600 Duke Street Suite 427 Alexandria, Virginia 22304



HELPER SERVICE

We received just one entry for naming the "booster" ads, and President Loizeaux has therefore declared Gary Jordan, our publisher, the winner. Henceforth, they will be called "Helper Service," and Gary wins a year's worth of free ads.

Artist Doug Smith will design or complete your personalized pike ad for you. For publication in four consecutive issues, send your input to Doug at 17610 Blanchard Drive, Monte Sereno, CA 95030, along with your check for \$10.00 made out to NASG Inc.

The funds thus generated will be used to help finance future NASG special projects.

RAIL JOINERS

News of local S Gauge Clubs
by Silas Kayle

I wonder what percentage of S modelers belong to some form of club. It's my hunch the percentage is higher than more popular scales.

It's summertime now and club news slows down as S modelers spend more time outdoors. Here's what I've heard about:

BRISTOL S GAUGERS

The Bristol modular layout proved itself at the annual Bolton Rail Fest. A planned project will regauge the layout to the NASG standard. They also have an idea to capture local layouts on videotape. Paul Riley already has a tape of Sam Powell's layout, and Bob Wall has 15 minutes of Tom Coughlan's Berkshire Central. They express an interest in an exchange with other clubs around the country. What a splendid idea! If I can help, I'll offer my services to coordinate an exchange program. Anyone interested? Send me information on what you have and what you seek. I'll start making the matches.

Inland Empire S Gaugers Association

Someone in their group found some S scale autos: A Bell System Chevrolet telephone van by Fast Wheels, an Auburn Speedster of middle-30s vintage by Hot Wheels, and a Chrysler LeBaron 1985+ convertible by Bad Champs, Rag Top series.

One of their members, Ed Davis Sr., is running an interesting three-part series in the S-Train Rail on his experiences in S. He recalls the "incredible" A. F. buys he made as a boy at a favorite shop in the late '50s. Then came the realism bug and with it came modifications and repainting; then to HO and back to tinplate. My own pattern was Lionel-HO-S scale, but I'll wager most of us S modelers tell similar three-step stories.

Their editor made it to Steam Expo in Vancouver and reports seeing 25 locos with steam up!

Southeastern Michigan S Gaugers

These fellows were the hosts for this year's NASG convention, and their newsletter was full of preparations. Without dedicated clubs like theirs we wouldn't be able to have conventions - even when they will be joint with NMRA gatherings. From all the rest of us -- Thanks, Guys and Gals.

State Line "S" Gaugers

This group is really promotion-minded. Their schedule for displays in July included Rockton, IL, July 26; and Freeport, IL, July 25 and 27. You should see their winter schedule!

See you next issue! S. Kayle

Please send your club's news to:

Rail Joiners
8900 Birchwood Lane
Bloomington, MN 55438